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MITCH McCONNELL
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United States Senate

FAA-2002-12261-7

May 28, 2002

Mr. Quentin Burgess
Acting Administrator
Government and Industry Affairs
Federal Aviation Administration
800 Independence Avenue Southwest, Room 1022
Washington, D.C. 20591-0001

02 JUN 26 PM 12:10

OFFICE OF THE
ADMINISTRATOR

Dear Mr. Burgess:

I am writing on behalf of a constituent who has contacted me regarding a proposal by the Federal Aviation Administration to reduce vertical separation between airplanes above 29,000 feet. I would appreciate your review and response to my constituent's concerns.

I have enclosed a copy of my constituent's correspondence, for your information. Please direct any inquiries and all relevant information to Brytt Brooks in my Washington, D.C. office.

Thank you for your time and assistance. I will look forward to receiving your response.

Sincerely,


MITCH McCONNELL
UNITED STATES SENATOR

MM/bmd

Enclosure

EXECUTIVE SECRETARIAT

2002 JUN 14 P 3:50

OFFICE OF THE
ADMINISTRATOR

Date: 5/20/02 2:00 PM

Sender: Brytt Brooks

To: Kenny Hammond

Priority: Normal

Subject: Fwd: Rule: TCAS and Separation

The FAA is proposing reducing vertical separation between airplanes above 29,000

ft. (FL290). This separation should require operating TCAS. That means if TCAS

is not functioning and the airplane is flying under a Minimum Equipment List

deferral for TCAS, the plane should be limited to operations at or below FL290.

Many large, transport category airplanes being operated by companies that do not

carry passengers do not have TCAS installed at this time. Many smaller, corporate or private jets are not required to have TCAS at this time and they

would be in the mix above FL290. Operating TCAS should be required for any operation of any airplane above FL290.

Dennis W. Cleary

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